

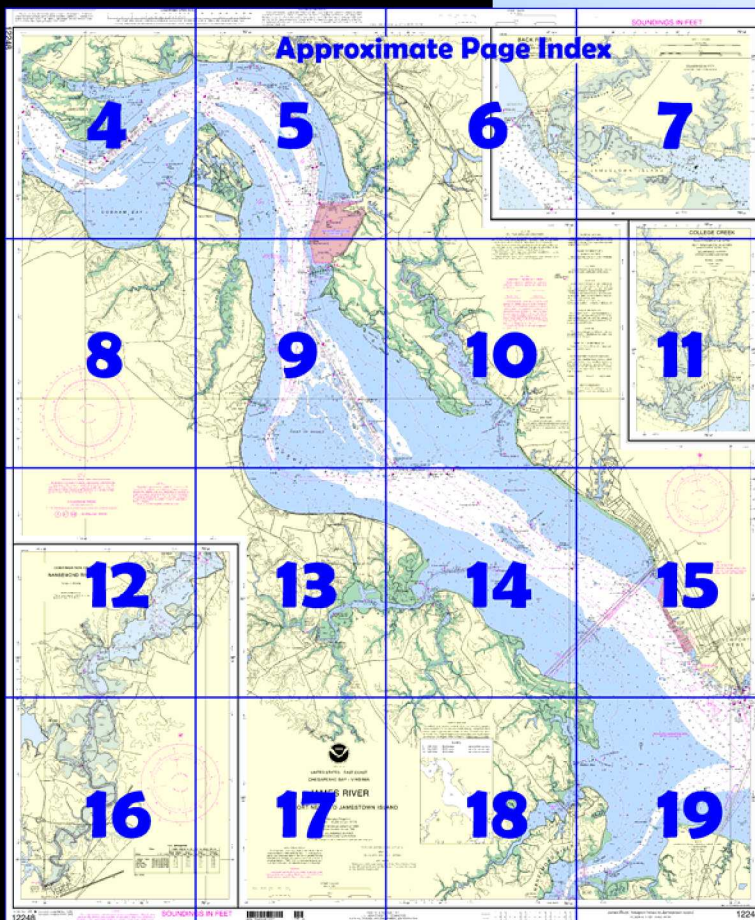
BookletChartTM

James River - Newport News to Jamestown Island (NOAA Chart 12248)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

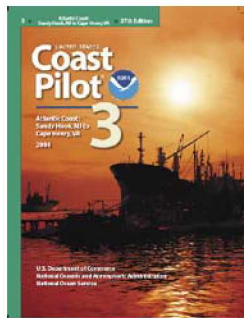
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 3, Chapter 10 Excerpts]

- (3) **James River.** Drafts of vessels above Newport News do not exceed 15 feet.
 (6) The James River provides depths of 25 feet to the Richmond Deepwater Terminal and in the Terminal Turning Basin; 18 feet to and in the Richmond Harbor Turning Basin; 18 feet to the Lock at Richmond.
 (10) The currents in River follow the channel except between Hog Island and Jamestown Island where they set across Goose Hill Flats.

- (16) The places for **supplies** above Newport News are Hopewell and Richmond.
 (20) A channel leads to Suffolk; centerline depth 9.8 feet to Daybeacon 26; 8 feet was to Suffolk.
 (21) The current is 0.9 knot and follows the direction of the channel.

(23) 2.2 miles southwestward of Pig Point, a channel marked by a seasonal light and daybeacons leads southward into **Bennett Creek**; the depth was 5½ feet in the entrance of the creek. The creek has deeper water inside to the highway bridge, which has a clearance of 20 feet. Gasoline is available below the bridge.

(24) From Pig Point to Hollidays Point Nansemond River leads between shoals that bare at low water. There are many fish stakes on the shoals near the mouth.

(26) **Great Shoal** has an oyster bar that bares ½ foot at low water.

(27) The highway bridge at **Hollidays Point** has a clearance of 7 feet.

(28) **Western Branch**; the depth was 5 feet in the north half and 6 feet in the south half of the channel for 0.7 mile above the mouth; a midchannel depth of 2½ feet to 0.8 mile above the branch entrance; a midchannel depth of 2 feet to the highway bridge at **Reids Ferry**. The channel entrance is marked by daybeacons for 700 feet above the Nansemond River. A marina, 0.7 mile from the Nansemond channel, has a pier with a depth of 10 feet. Gasoline, diesel fuel, are available.

(30) The bridge at Suffolk has a clearance of 3½ feet.

(31) **Batten Bay** has depths of 2 to 6 feet. **Ragged Island Creek** is little used.

(32) **Chuckatuck Creek** has depths of 4 feet in the approach and deeper water inside for 1.7 miles. The channel is marked by lights, buoys, and daybeacons; the channel edges are marked by bush stakes.

(33) A shipyard is at **Crittenden**; berths, gasoline, diesel fuel, ice, and marine supplies are available.

(37) **Pagan River**; the depths were 7 feet from the entrance to Daybeacon 15, thence 3 feet (4 feet at midchannel) to Smithfield.

(39) **Jones Creek**; the depth was 5½ feet (6 feet at midchannel); the highway bridge above the mouth has a clearance of 8 feet. A marina and fish pier are at **Rescue**; supplies, fuel, are available. The highway bridge, 2.5 miles above the mouth, has a clearance of 7 feet.

(41) **Cypress Creek** has depths of 4 feet for 2 miles.

(42) **Smithfield.** The highway bridge has a clearance of 15 feet. A bridge, with a clearance of 16 feet crosses the river 0.6 mile above the highway at Smithfield.

(43) **Deep Creek** is an overnight anchorage. A marked channel leads from James River to a turning basin opposite Menchville; the depths were 5 feet (7½ feet at midchannel) from the entrance to the turning basin with 7½ feet in the basin.

(44) **Menchville**; landings have depths of 5 feet; gasoline, diesel fuel are available.

(46) **Point of Shoals** is an extensive shallow area in **Burwell Bay**. There are also areas of unmarked shoals between the channel and the northeastern shore. The main channel is through **Rocklanding Shoal Channel**. The landings along the shore of Burwell Bay have depths of 4 feet.

(48) A harbor of refuge is on the west side of Burwell Bay at **Tylers Beach**. A channel, marked by lights and daybeacons, leads from James River to the harbor basin; the depths were 3 feet in the entrance channel and 4½ feet in the basin.

(49) a channel, marked by a **075°** lighted range, lights, daybeacons, and a buoy, leads from James River to **Fort Eustis**; the depths were 3 feet (10 feet on centerline) to the basin with 3 to 9 feet in the basin.

(52) A **restricted area** is at the entrance to the Skiffes Creek channel.

(54) **College Creek** has depths of 1 foot across the flats at the mouth, 4 feet inside for 2 miles; 2 feet for 0.5 mile to **Williamsburg Landing**. Fixed bridges across the creek at the mouth and 4 miles above the mouth have clearances of 10 and 12 feet.

(55) **Cobham Bay** has depths of 5 to 7 feet.

(57) **The Thorofare, Back River, and Sandy Bay.** The Thorofare is a shallow bay on the northeast side of the island. Back River is a winding channel from the head of The Thorofare along the north side of the island to Sandy Bay. A channel marked by daybeacons leads through the mudflats in the upper part of The Thorofare. The depths are 2 feet through The Thorofare; 4 feet through Back River and Sandy Bay to the bridge that crosses its mouth; 2 feet across the bar.

Table of Selected Chart Notes

Corrected through NM Jan. 26/08
Corrected through LNM Jan. 22/08

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 37°03'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

PLANE COORDINATE GRID

(based on NAD 1927)

The Virginia State Grid (South Zone) is indicated by dotted ticks at 10,000 foot intervals.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA KHB-37 162.55 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

NOTE C

MONITOR-MERRIMAC MEMORIAL BRIDGE-TUNNEL
APPROACH SPANS
HOR CL 70 FT
VERT CL 30 FT

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE D

EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.532" northward and 1.183" eastward to agree with this chart.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

For Symbols and Abbreviations see Chart No. 1

ANCHORAGE AREAS

110.168 (see note A)

Limits and designations of anchorage areas are shown in magenta.



GENERAL ANCHORAGE



NOTE B

162.270

Maritime Administration James River Reserve Fleet

No vessels or other watercraft, except those owned or controlled by the U.S. Government, shall cruise or anchor between Reserve Fleet units; within 500 feet of the end vessels in each unit, or within 500 feet of the extreme units of the fleet, unless specific permission to do so has first been granted in each case by the enforcing agency.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Newport News	(36°58'N/76°26'W)	feet 2.9	feet 2.7	feet 0.1
Menchville	(37°05'N/76°32'W)	2.9	2.7	0.1
Burwell Bay	(37°03'N/76°40'W)	2.8	2.6	0.1

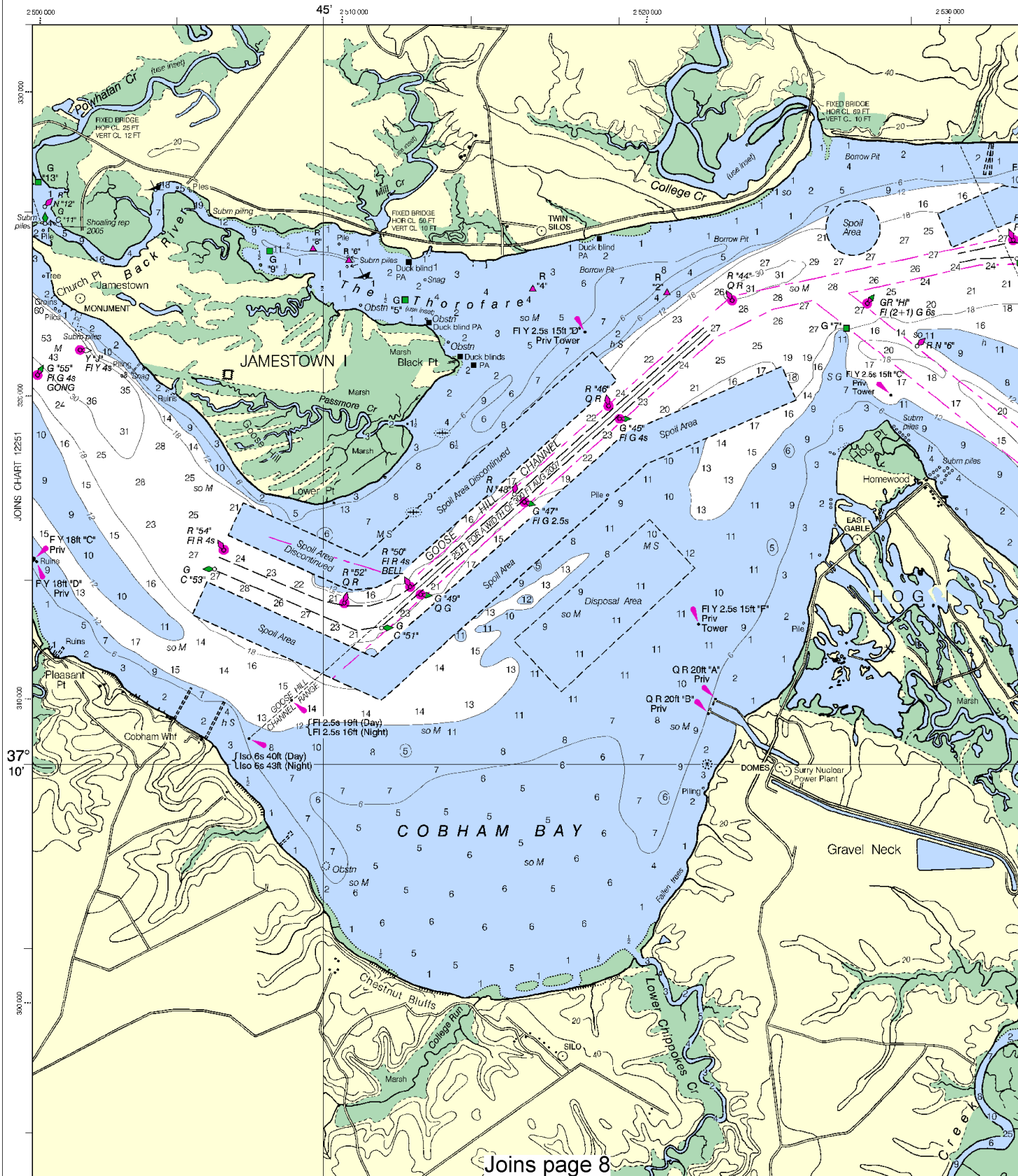
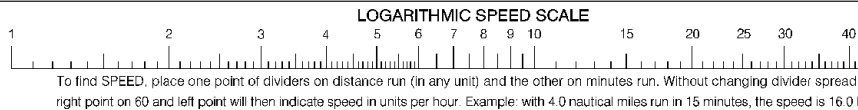
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Dec 2007)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

12248

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4



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

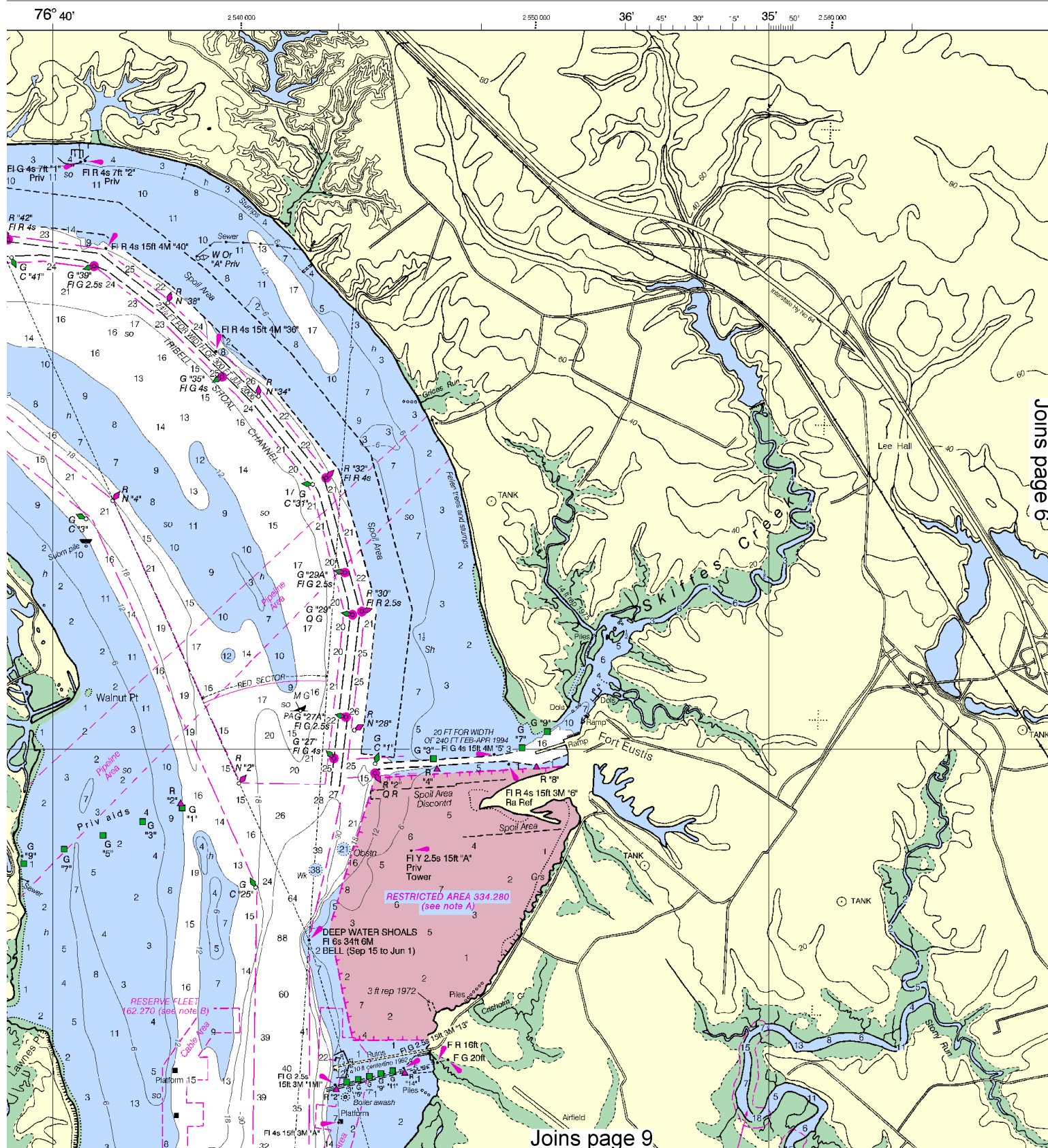


0 50 60
d. place
) knots.

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Formerly C&GS 529, 1st Ed., Jan. 1912 G-1952-795 KAPP 585

1 1/4 1000



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

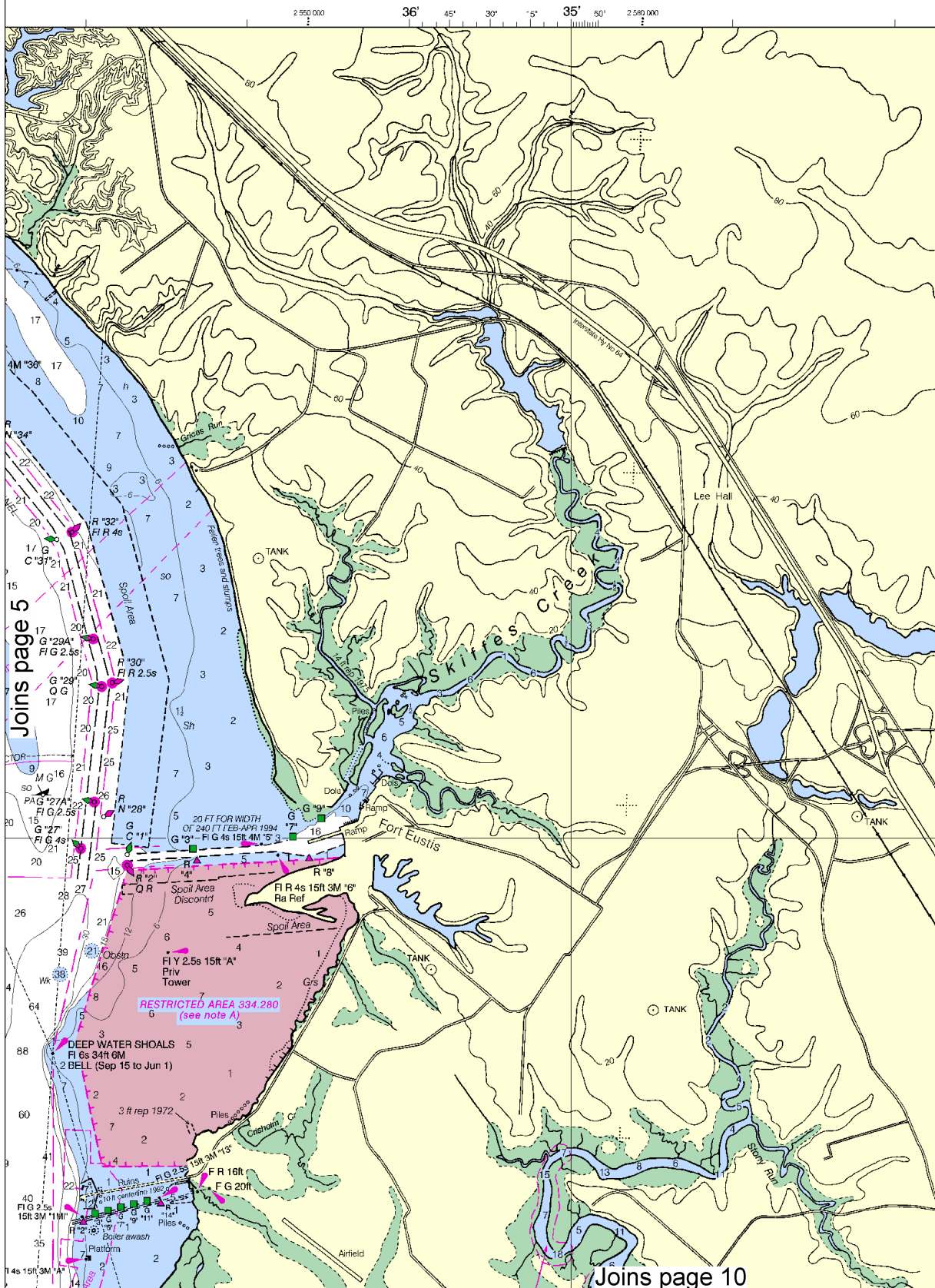
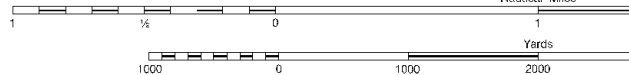
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Formerly C&GS 529, 1st Ed., Jan. 1912 G-1952-795 KAPP 585

SCALE 1:40,000

Nautical Miles



KAPP 588

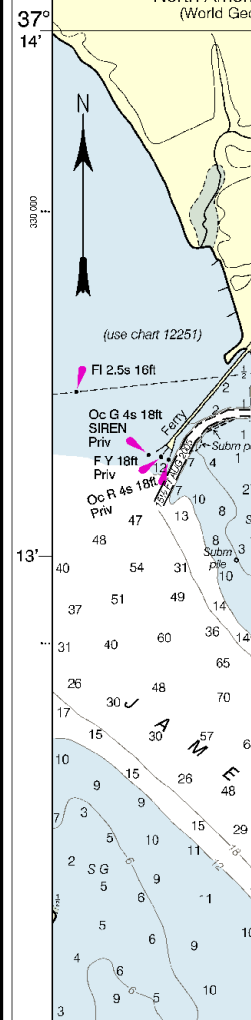
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Scale 1:20,

North America

(World Geo



CAUTION
FISH TRAP AREAS AND

Mariners are warned that numerous fishing structures, some submerged, may be present. Such structures are not charted unless known to be a hazard to navigation. Regulations to assure clear passage through natural channels, and to established for the Corps of Engineers in the Code of Federal Regulations. Definite limits of fish trap areas have been established, and those limits are shown thus: Where definite limits have not been established, fishing structures is restricted only by the

CAUTION
SUBMARINE PIPELINES /
Charted submarine pipeline
cables and submarine pipeline
are shown as

6

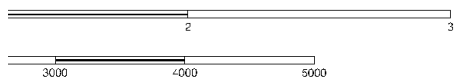
North

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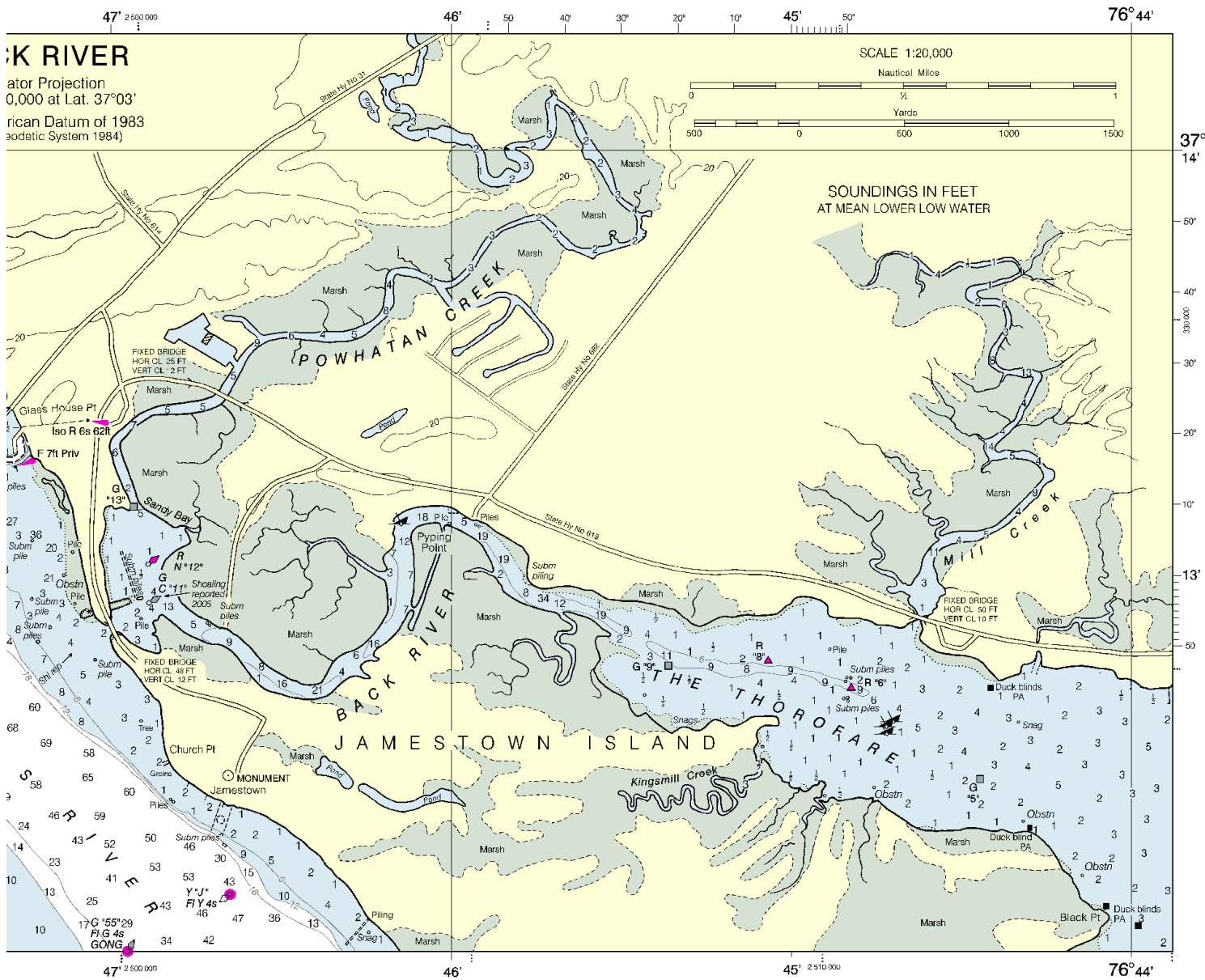
SCALE 1:40,000
Nautical Miles

See Note on page 5.





SOUNDINGS IN FEET



CAUTION
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the

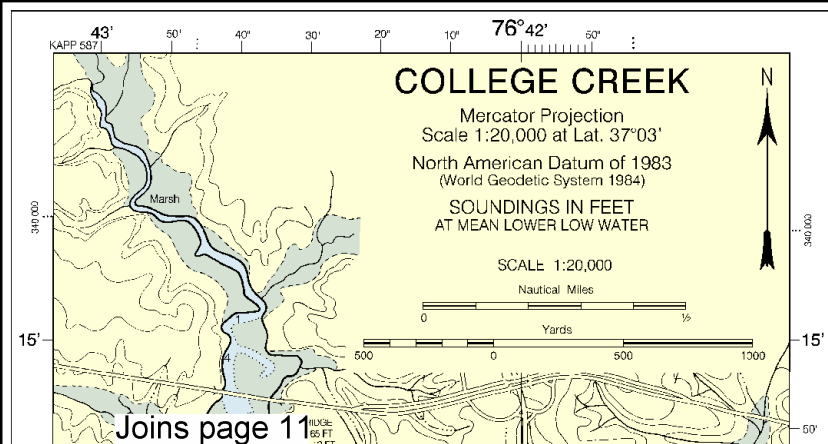
PLANE COORDINATE GRID
 (based on NAD 1927)
 The Virginia State Grid (South Zone) is indicated by dotted ticks at 10,000 foot intervals.

RADAR REFLECTORS
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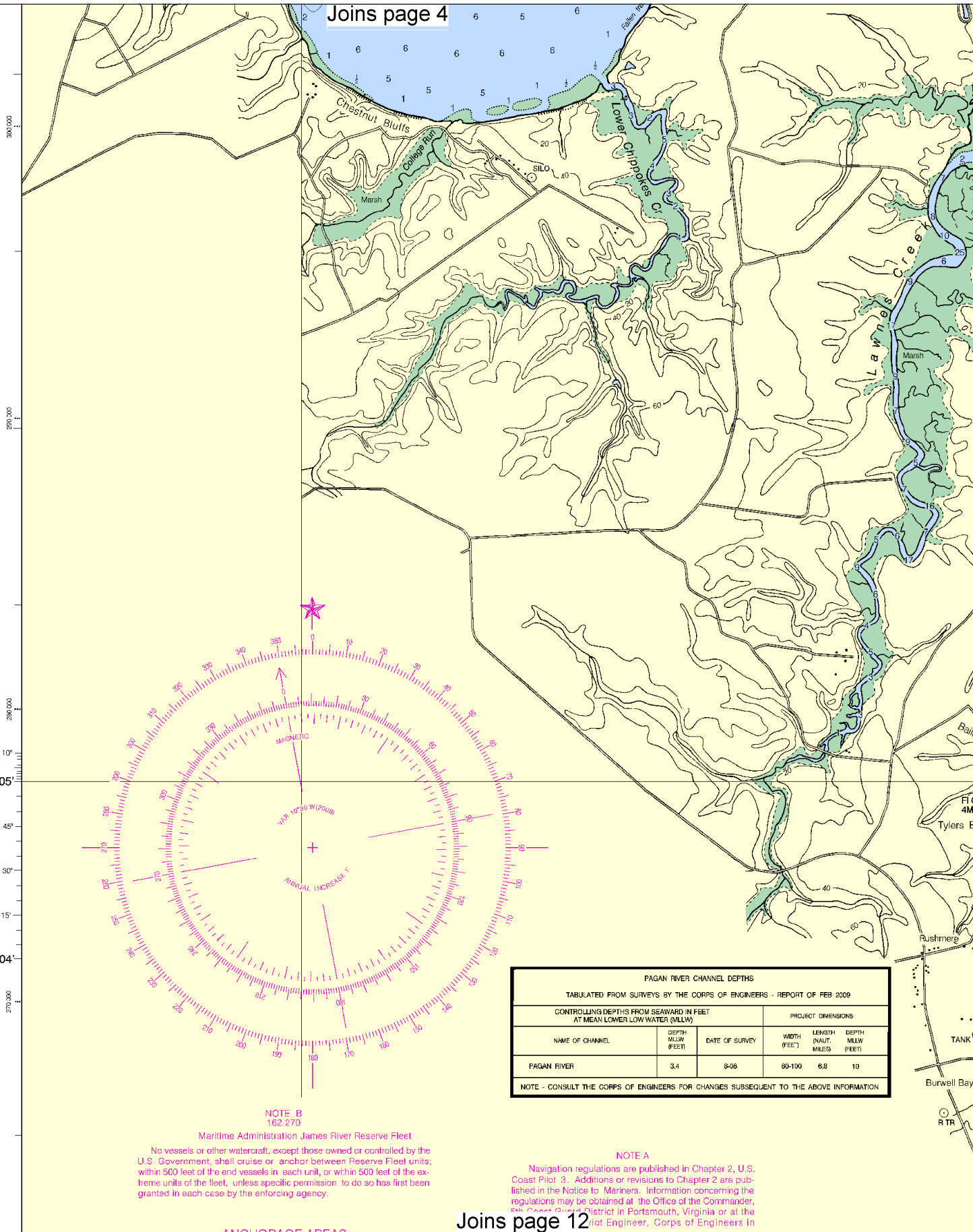
UNCHARTED DUCK BLINDS
 Uncharted duck blinds and may exist in the fish trap areas. Known to be permanent, go to and through dredged and landings, are prescribed by the Federal Regulations. have been established in some areas. When prescribed, the location of the regulations.

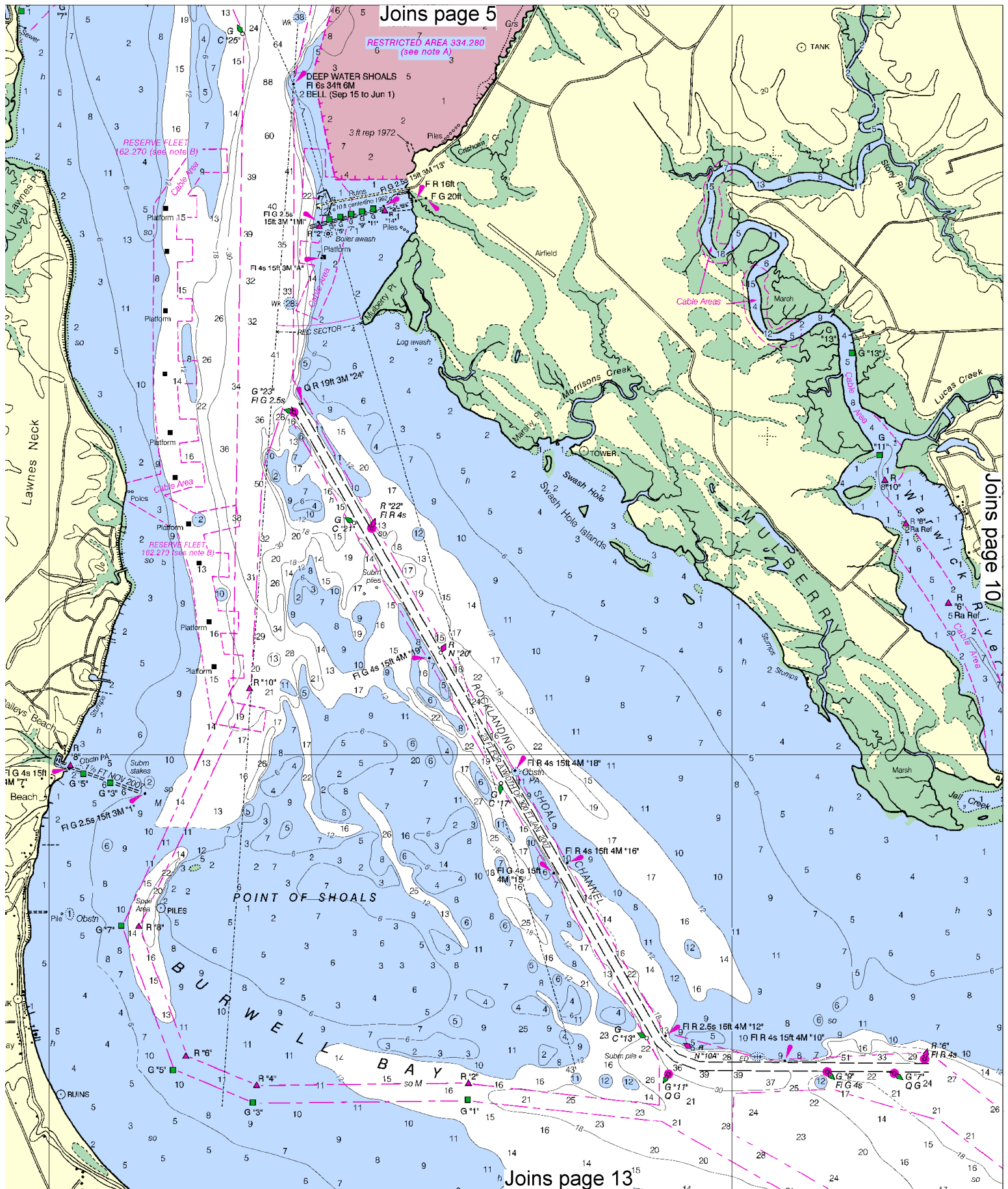
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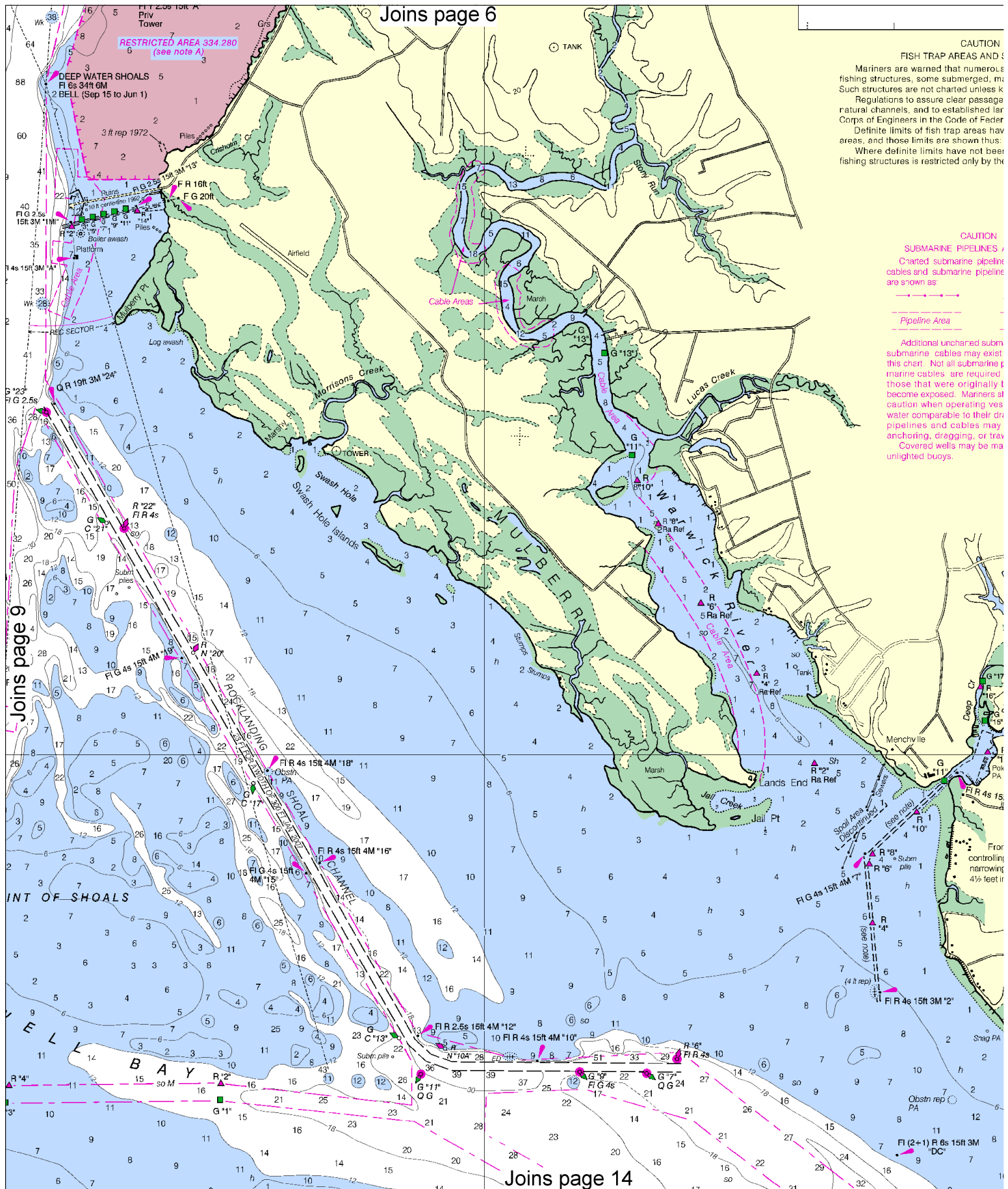
3 AND CABLES
 lines and submarine line and cable areas



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,
 NGA Weekly Notice to Mariners: 1010 3/6/2010,
 Canadian Coast Guard Notice to Mariners: n/a .







Joins page 6

CAUTION
FISH TRAP AREAS AND S
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CAUTION
SUBMARINE PIPELINES /
Charted submarine pipeline cables and submarine pipeline are shown as:

Pipeline Area
Additional uncharted submarine cables may exist in this chart. Not all submarine pipeline cables are required to be marked on this chart. Those that were originally marked on this chart are required to be marked on this chart. Mariners should exercise caution when operating vessels in this area. Covered wells may be marked with unlighted buoys.

Joins page 9

Joins page 14

10



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



STRUCTURES
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 (●) (Accurate location) (○) (Approximate location)

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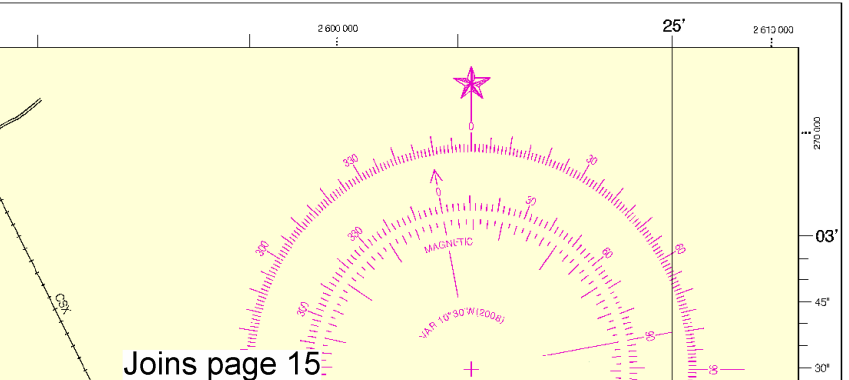
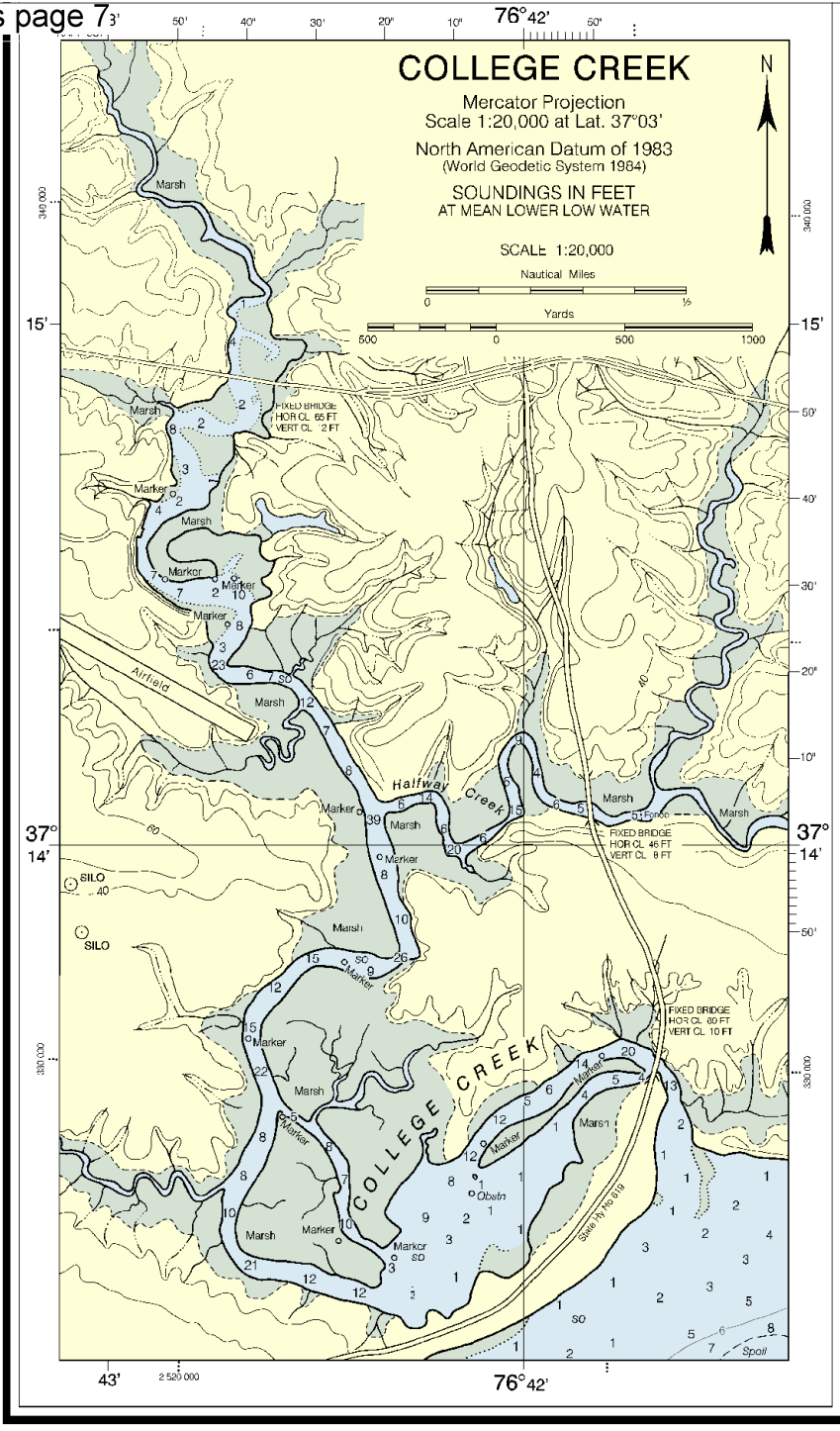
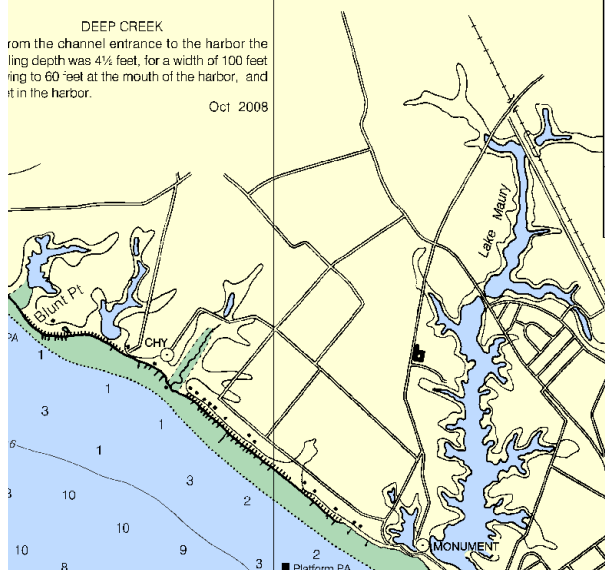
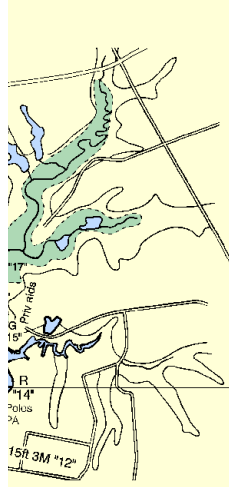
CAUTION
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SUPPLEMENTAL INFORMATION
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NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA KHB-37 162.55 MHz

AIDS TO NAVIGATION
 Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.



PAGAN RIVER CHANNEL DEPTHS				
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2009				
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS	
NAME OF CHANNEL	DEPTH MLLW (FEET)	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)
PAGAN RIVER	3.4	8-08	80-100	6.8

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE B
162.270

Maritime Administration James River Reserve Fleet

No vessels or other watercraft, except those owned or controlled by the U.S. Government, shall cruise or anchor between Reserve Fleet units, within 500 feet of the end vessels in each unit, or within 500 feet of the extreme units of the fleet, unless specific permission to do so has first been granted in each case by the enforcing agency.

ANCHORAGE AREAS

110.168 (see note A)

Limits and designations of anchorage areas are shown in magenta.

① ①-1 ①-2 GENERAL ANCHORAGE

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.

Refer to charted regulation section numbers.

CONTINUATION OF NANSEMOND RIVER

Scale 1:40,000

NANSEMOND RIVER
The project depth is 12 feet to the highway bridge at Suffolk.

Joins page 16

Printed at reduced scale.

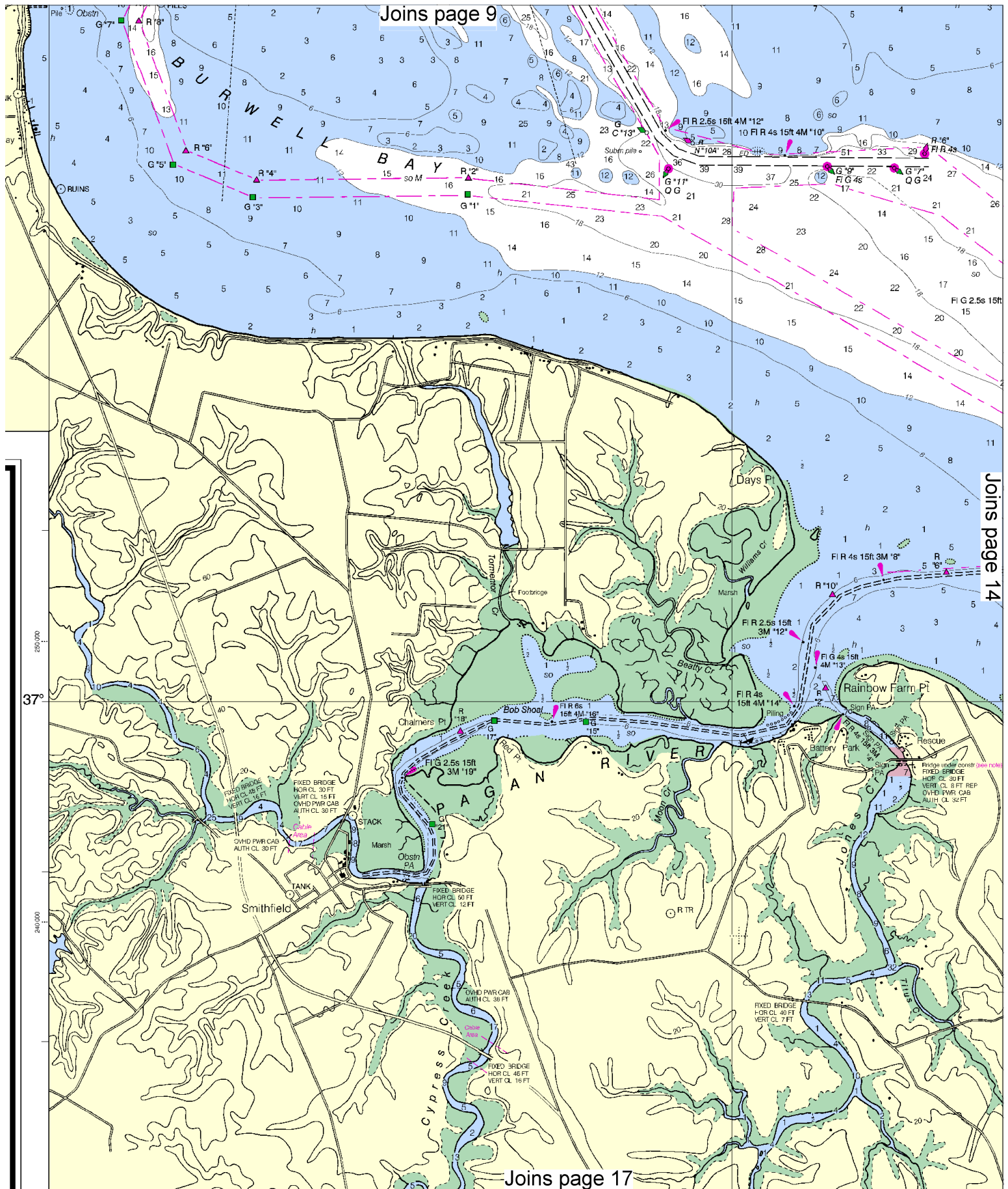
SCALE 1:40,000
Nautical Miles

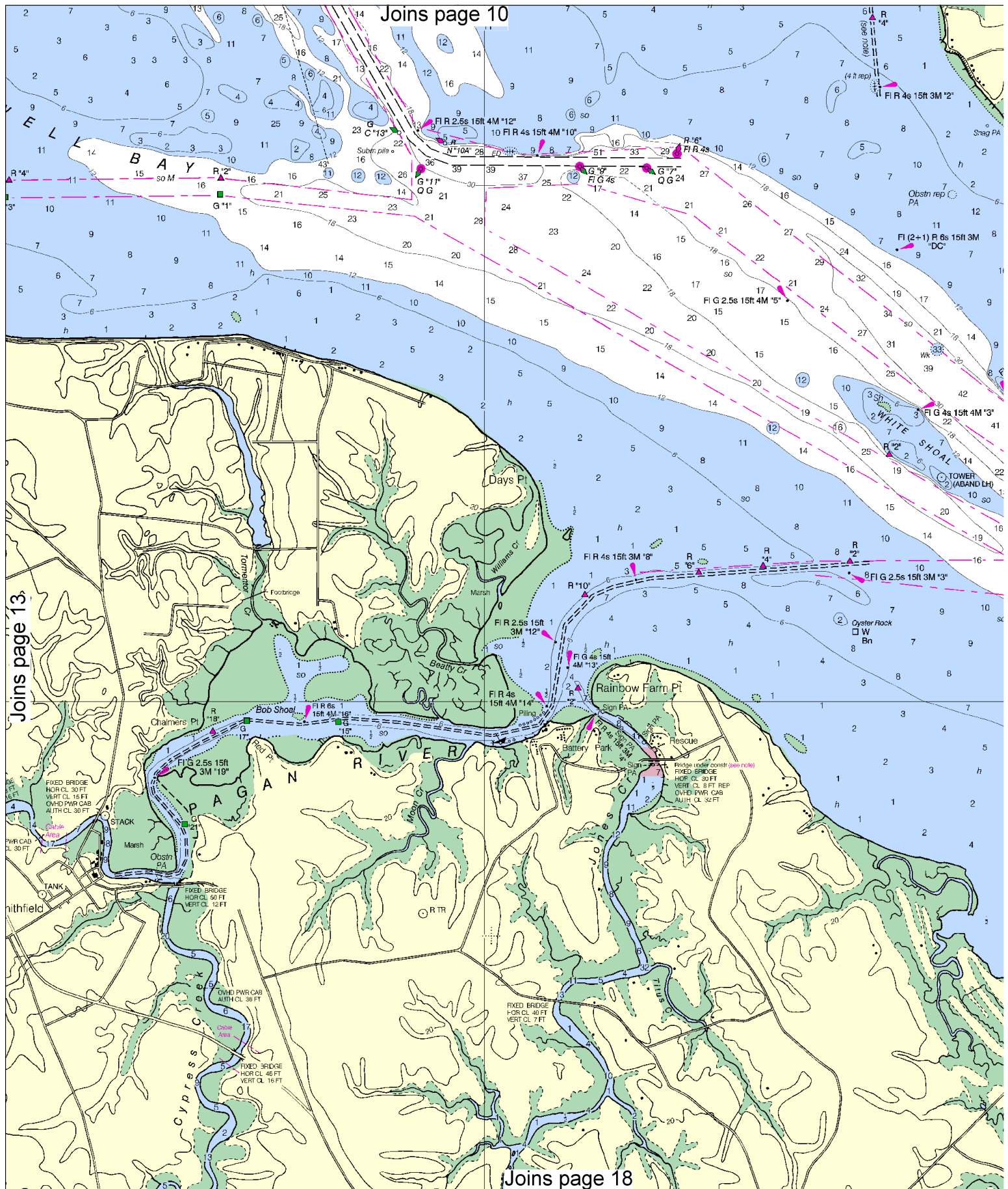
See Note on page 5.



12





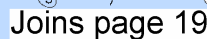


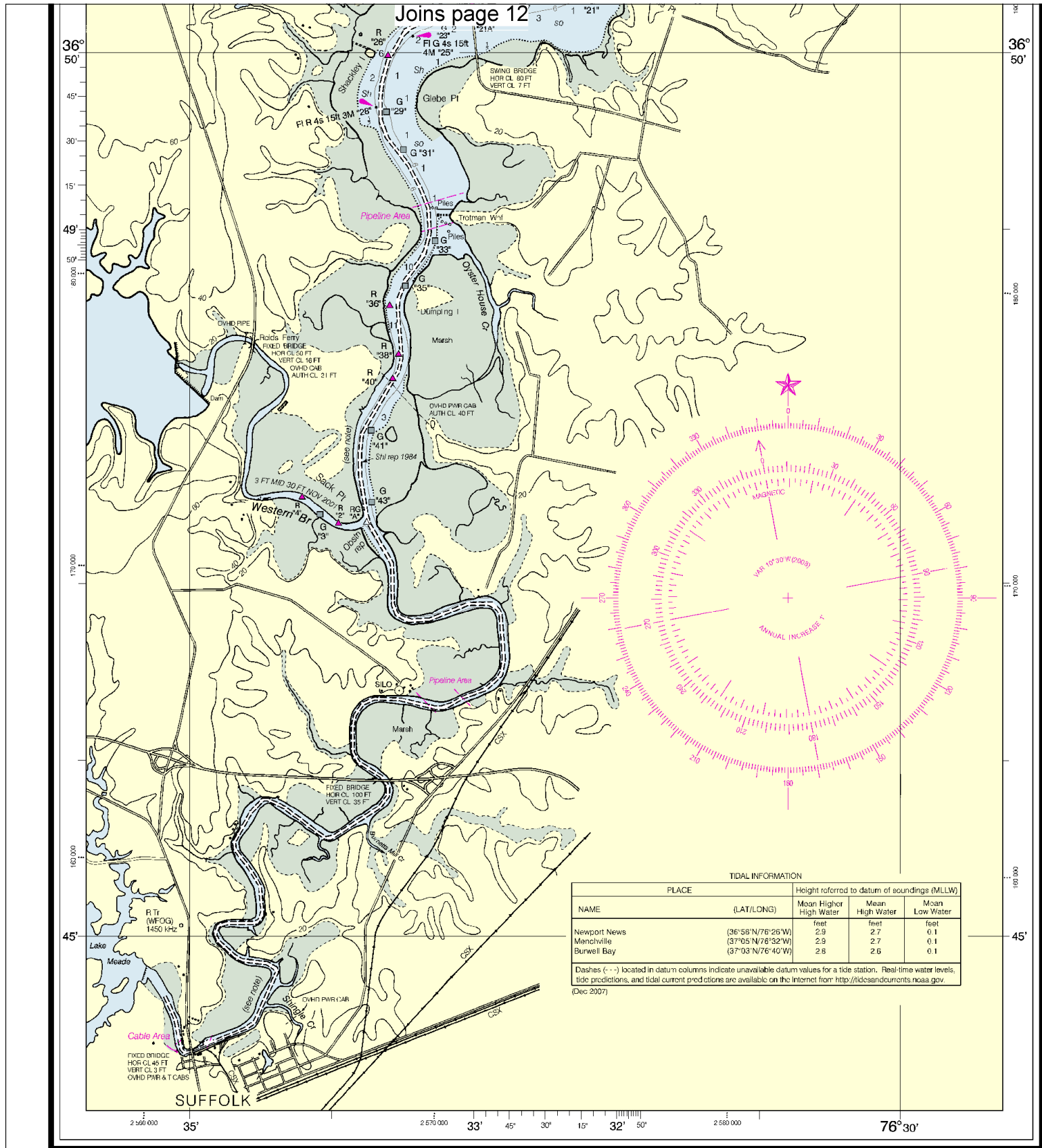
Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.







42nd Ed., Jan. / 08 ■ Corrected through NM Jan. 26/08
Corrected through LNM Jan. 22/08

12248

CAUTION

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SOUNDINGS IN FEET

16

North

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
CHESAPEAKE BAY - VIRGINIA

JAMES RIVER

NEWPORT NEWS TO JAMESTOWN ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 37°03'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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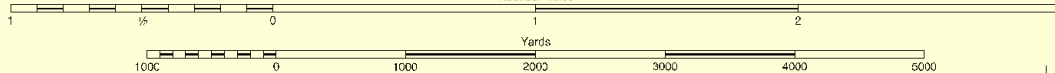
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.532" northward and 1.163" eastward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SCALE 1:40,000
Nautical Miles



For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

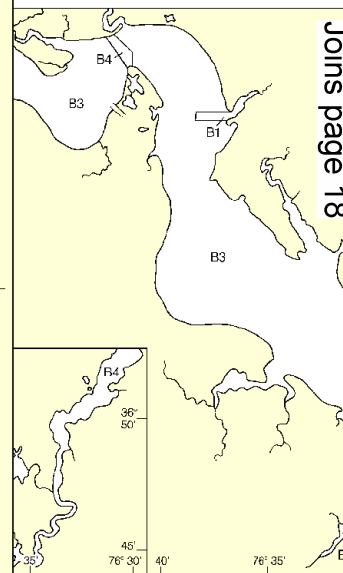
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent survey information that has been evaluated for charting, banded in this diagram by date and type of survey. Checked by the U.S. Army Corps of Engineers are periodically not shown on this diagram. Refer to Chapter 1, United States Coast Survey.

SOURCE

B1	1990-1995	NOS Surveys	part
B3	1940-1969	NOS Surveys	part
B4	1900-1939	NOS Surveys	part



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
CHESAPEAKE BAY - VIRGINIA

JAMES RIVER

RT NEWS TO JAMESTOWN ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 37°03'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

AL DATUM
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83), which for charting purpo
the World Geodetic System
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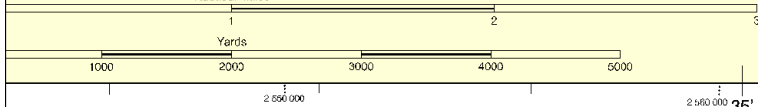
WING
t rely solely on any single aid
floating aids. See U.S. Coast
st Pilot for details

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast
Survey, with additional data from the Corps of Engineers, Geological
Survey, and U.S. Coast Guard.

SCALE 1:40,000
Nautical Miles



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8
FFFT	6	12	18	24	30	36	42	48
MF"FR	1	2	3	4	5	6	7	8



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

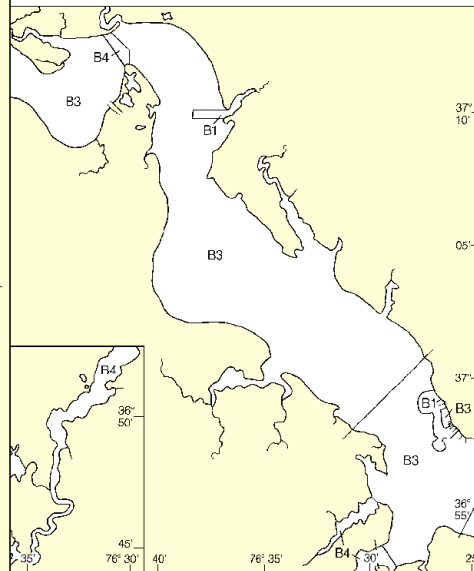
See Note on page 5.



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
B1	1990-1995	NOS Surveys partial bottom coverage
R3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage



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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Intership safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22 – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78 – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 800-418-7314/410-576-2525

Coast Guard Cape Charles – 757-331-2000

Coast Guard Milford Haven – 804-725-2125/3732

Coast Guard Portsmouth – 757-483-8526/8527

Virginia Marine Police – 800-541-4646

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Electronic Navigational Charts® (ENCs) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (RNCs) – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Chart No. 1, Nautical Chart Symbols – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: www.NauticalCharts.NOAA.gov.

Coast Survey Navigation Managers – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.



NOAA, the Nation's Chartmaker